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ENGLISH

APPROVAL OF UNDP ASSISTANCE TO A PROJECT OF
COLOMBIA

IPF: (1992-96) $11 701 000

(COL/93/018) - Support to the Formulation of the Master Plan for the Development of Civil Aviation

Date of approval by the AC:[1/]	24 november 1994
Expected duration:	30 months
Proposed executing agency:	ICAO
Government implementing agency:	Departamento Aeronautica Civil (DAAC)
Government cost sharing:	$23 250 000
Total UNDP budget:	$23 250 000

Project background

In recent years the Government of Colombia has undertaken an ambitious effort to modify its economic model from import substitution to economic liberalization. The framework for this programme is the recently approved Constitution through which a concerted modernization drive has been unfolding over the last couple of years. The UNDP programme in Colombia reflects explicitly these national priorities among which the modernization of public sector entities constitutes one of the areas of concentration. The reform of the public sector has been directed towards streamlining of functions, decentralization and increased efficiency. Given the obvious importance of civil aviation for the successful implementation of a economic liberalization strategy, it has become a matter of priority and urgency to modernize this sector which accounts for about one fifth of the contribution of the transport sector to the GNP.

State investments in the aeronautical sector, up until the 1990s, although adequate were concentrated on infrastructure. However, investments in air navigation equipment and administrative services to private and state customers are not sufficient to meet the demands of the clients, in line with the open-sky strategy applied by the Government. The Civil Aviation Administrative Department (DAAC), responsible for the formulation and implementation of aeronautical policies as well as the operation of infrastructure services, is undergoing a profound crisis due to outdated planning methods, limited budget execution and follow-up, poor evaluation systems and an inefficient management. As a result of situation, the country suffers from lack of security in the air traffic and inefficiency in the administration, thus prompting the reaction and commitment of the National Government to introduce radical reforms in the DAAC.

In view of the crisis in the sector, the Government ordered a special assessment to be

[1/] This Fact Sheet reflects the status of the project/revision at the time it was approved by the Action Committee; modifications to the project/revision may have occurred subsequently.

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carried out which was entrusted with the National Planning Department. This document was presented to the National Planning Board headed by the President which approved it as the basis for the reform of DAAC for which it was explicitly acknowledged the need to bring in large-scale technical assistance. Upon request from the Government UNDP approved in early 1992 a small-scale project (COL/91/010) Modernization of Aeronautical Management as forerunner for this current proposal in support of the efforts to modernize civil aviation. This project has been instrumental in recommending the necessary administrative reform of DAAC as well as the provision of short-term international expertise through ICAO for the preparation of the Master Plan for Civil Aviation.

Description of project

The immediate objectives of the project are to: (a) design the masterplan for the development of the (DAAC); (b) acquire radio-aid equipment, fire-control equipment, ambulances and all other air security equipment required to update the country's airworthiness infrastructure; (c) implement the TRAINAIR programme; and (d) institutionally strengthen the DAAC through training programmes to ensure the availability of professional staff.

Project activities will include: (a) establishing a seven-year masterplan for civil aviation under implementation which sets the targets for investments and technology to ensure compliance with international standards; (b) upgrading airport services and air navigation to meet the increasing demand while complying with international security standards; (c) modernization of DAAC's technology basis and requisite training of its personnel in using such technology; (d) incorporation of TRAINAIR as the basis for training and certification of technical personnel; (e) improvement of the infrastructure; and (f) planning and implementing programmes for recruitment, training and evaluation for DAAC technical and administrative personnel.

Inputs

UNDP will provide 422 work-months of international and national experts and consultants in the areas of civil aviation, operations, security, engineering, planning, communication systems, airdrome, radar, airtransit, and trainair; subcontracts for advice on redesign and remodelling of airports; in-service training for operation and management of air navigation and radar equipment; training based on the TRAINAIR modules and fellowships abroad and specialized areas; equipment for training and air security purposes; and miscellaneous costs.

Financial data

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Personnel	2 271 500
Subcontract	6 027 900
Training	1 555 500
Equipment	13 354 500
Miscellaneous	40 600
Total	23 250 000

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